2GVT AIR FLOW ALARM #:

- * SENSOR WAS DAMAGED OR DID NOT WORK.
- SENSORS WERE DIRTY.
- * AUDIBLE ALARM SPEAKER HAD BEEN TAPED OVER, DISCONNECTED OR REMOVED.
- TECH MANUAL WAS NOT ON BOARD.
- PMS WAS NOT INSTALLED.
- THERE WAS NO EGL LIST OF AIR FLOW ALARM PANELS AND SENSORS.
- SENSOR WAS POP-RIVITED IN PLACE PREVENTING EASY REMOVAL AND REPLACEMENT OF SENSOR.
- SENSOR PANEL WAS LAGGED OVER NOT ALLOWING ACCESS TO SECURING SCREWS.
- * ALARM WAS SET TO ZERO OR TO A LOW VALUE ( ) SO ALARM COULD NOT ACTIVATE.
- * AUDIBLE ALARM WAS INOPERATIVE.
- * PANEL HAD NO POWER AVAILABLE.
- PANEL WAS IN ALARM CONDITION.
- * PANEL WAS NOT INDICATING AIR FLOW.
- * PANEL INDICATED BATTERY WAS DEAD.
- POWER INDICATOR LAMP DID NOT ILLUMINATE.
- ALARM SETPOINT PLACARD WAS NOT POSTED.

NOTE: IF MARKED WITH AN * IT IS A PART 1 SAFETY OTHERWISE IT IS A PART 2 SAFETY.

OPNAVINST 5100.19(SERIES)
GSO 436D
PMS MIP 4361/002; MIP 4361/051; MIP IC4/057
MACHALT 593-59006
TECHNICAL MANUAL S9512-CU-MMC-010
OR SE168-AC-MM0-010

2GVT FAN ROOM #:

- THE FILTER COVER WAS MISSING _____ OF _____ FASTENERS.
- THE LAGGING WAS NOT PROPERLY STENCLIED.
- THE LAGGING WAS WET/DETERIORATED.
- THE COOLING COIL WAS DIRTY/CLOGGED.
- THE MANUAL DAMPER HANDLE WAS INOP/TIED OPEN.
- THE DIFFERENTIAL GAGE WAS INOP/BROKEN/LOOSE.
- THE DRAIN PAN WAS DIRTY/CLOGGED/CORRODED.
- THE DUCT WORK WAS RUSTED THRU/DAMAGED/CORRODED.
- THE EXPANSION JOINTS WERE PAINTED/DEGRADED.
- THE GROUNDING STRAPS WERE MISSING.
- THE ELECTRICAL CONNECTING BOX WAS MISSING FASTENERS/LOOSE.
- THE STENCILING WAS INCORRECT/MISSING DIRECTION OF FLOW/SYSTEM NUMBERS.
- THE THERMOSTAT WAS LOOSE/INOP.
- THE ELECTRICAL FAN WAS INSTALLED OR WIRED BACKWARD.

GSO 512, 507, 070, 075
NSTM 505, 510

2GVT VENTILATION, BATTERY CHARGING AREA:

- EXHAUST VENTILATION AIRFLOW WAS INADEQUATE AT THE BATTERY CHARGING RACK AREA. (SPECIFY WHY).
- BATTERY CHARGING AREA/RACK DID NOT HAVE LOCAL EXHAUST VENTILATION.
- THE EXHAUST VENTILATION IN THE BATTERY CHARGING AREA WAS NOT INTERLOCKED TO ENERGIZE WHEN THE BATTERY CHARGERS WERE USED.

NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL
OPNAVINST 5100.19D, C0904
SHIP SPEC 512 (DDG-51 AT/FCT'S ONLY)

2GVT VENTILATION, ABRASIVE BLAST CABINET:

- THE EXHAUST VENTILATION SYTEM WAS INADEQUATE.
- THE EXHAUST VENTILATION SYSTEM WAS NOT INSTALLED.
- WAS NOT EQUIPPED WITH LOCAL EXHAUST VENTILATION.
- THE EXHAUST VENTILATION SYSTEM WAS INOPERABLE.
- THE EXHAUST VENTILATION SYSTEM WAS LEAKING DUE TO DAMAGED GASKETS OR GLOVE ATTACHMENTS.

NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

INDUSTRIAL VENTILATION MANUAL 10-120
OPNAVINST 5100.19D

2GVT VENTILATION, AVIATION FLAMMABLE LIQ STRM:

- MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY FOUR MINUTES IN THE AVIATION FLAMMABLE LIQUID STOREROOM. MEASURED RATE OF CHANGE WAS _____AIR CHANGE EVERY FOUR MINUTES.
- SUPPLY/EXHAUST SYSTEM WAS INOP.
- SPACE LACKED NEGATIVE AIR PRESSURE TO REMOVE CONTAMINANTS.

NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL
OPNAVINST 5100.19D

2GVT VENTILATION, CANOPY HOOD:

THE MECHANICAL EXHAUST VENTILATION CANOPY HOOD WAS DEFICIENT AS FOLLOWS:
- A CANOPY HOOD WAS INCORRECTLY INSTALLED TO CONTROL AN AIR CONTAMINANT HAZARD. NOTE: CANOPY HOODS ARE USED ONLY FOR HEAT CONTROL BECAUSE THEY ALLOW CONTAMINANTS TO PASS THROUGH THE WORKERS BREATHING ZONE.
- THE VENTILATION SYSTEM WAS INOP.
- THE AIR FLOW WAS INADEQUATE FOR HEAT CONTROL.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL
OPNAVINST 5100.19D
INDUSTRIAL VENTILATION MANUAL 3-20

2GVT VENTILATION, COMPOSITE SHOP HOOD:

IN THE COMPOSITE SHOP, THE FLEXIBLE HOOD LOCAL EXHAUST VENTILATION:
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED FOR CONTAMINANT CAPTURE AND CONTROL.
- HAD LOW AIR FLOW.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

OPNAVINST 5100.19D
SHIP SPEC 512 (LHD-2 CLASS AT/FCT'S ONLY)
GSO 512

2GVT VENTILATION, CORROSIVES STOREROOM:

MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY FOUR MINUTES IN THE CORROSIVES STOREROOM. MEASURED RATE OF CHANGE WAS ONE AIR CHANGE EVERY _____MINUTES.
- SUPPLY/EXHAUST SYSTEM WAS INOP.
- SPACE LACKED NEGATIVE AIR PRESSURE TO REMOVE CONTAMINANTS.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 13G
OPNAVINST 5100.19D

2GVT VENTILATION, FILTER CLEANING SHOP:

IN THE FILTER CLEANING SHOP, THE LOCAL EXHAUST VENTILATION:
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED.
- HAD LOW AIR FLOW.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 12A

2GVT VENTILATION, FLAMMABLE GAS CYLINDER STRM:

MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY FOUR MINUTES IN THE FLAMMABLE GAS CYLINDER STOREROOM. MEASURED RATE OF CHANGE WAS _____ AIR CHANGE EVERY FOUR MINUTES.
- SUPPLY/EXHAUST SYSTEM WAS INOP.
- SPACE LACKED NEGATIVE AIR PRESSURE TO REMOVE CONTAMINANTS.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 13A
OPNAVINST 5100.19D

2GVT VENTILATION, FLAMMABLE LIQUID STRM:

MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY FOUR MINUTES IN THE FLAMMABLE LIQUID STOREROOM. MEASURED RATE OF CHANGE WAS _____AIR CHANGE EVERY FOUR MINUTES.
- SUPPLY/EXHAUST SYSTEM WAS INOP.
- SPACE LACKED NEGATIVE AIR PRESSURE TO REMOVE CONTAMINANTS.
- SPACE LACKED POSITIVE PRESSURE (FOR CPS SHIP'S ONLY).
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 13A
OPNAVINST 5100.19D

2GVT VENTILATION, GENERAL:

VENTILATION WAS INADEQUATE DUE TO DAMAGED, MISROUTED OR MISSING DUCTWORK, DIRTY VENT DUCTS, INOPERATIVE HEATING, VENTILATION AND AIR CONDITIONING SYSTEMS (HVAC) OR AN INADEQUATE RATE OF AIR EXCHANGE (IN SURFACE SHIPS, MINIMUM REPLENISHMENT WITH OUTSIDE AIR SHOULD BE FIVE CUBIC FEET PER MINUTE PER MAN).

OPNAVINST 9640.1A
NSTM 510
HDCM PARA. 2.2.3

2GVT VENTILATION, HAZMAT STORAGE AREAS:

ADEQUACY OF VENTILATION IN (HAZMAT OR OTHER) STOWAGE AREAS HAD NOT BEEN CHECKED BY AN INDUSTRIAL HYGIENIST.
VENTILATION READINGS IN THE FOLLOWING STORAGE AREAS WERE NOT INCLUDED IN THE SHIP'S BASELINE OR FOLLOW-UP IH SURVEY:
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

OPNAVINST 5100.19D, B0304B(4), C2305B
NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 13A
GSO 512
NSTM 670-2.1.3.3

2GVT VENTILATION, HAZMINCEN ISSUE ROOM:

- ADEQUACY OF VENTILATION IN THE HAZMINCEN HAD NOT BEEN CHECKED BY AN INDUSTRIAL HYGIENIST.
- VENTILATION READINGS IN THE HAZMINCEN WAS NOT INCLUDED IN THE SHIP'S BASELINE OR FOLLOW-UP IH SURVEY.
- MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY FOUR MINUTES. MEASURED RATE OF CHANGE WAS _____ AIR CHANGE EVERY FOUR MINUTES.
- MECHANICAL EXHAUST AND SUPPLY VENTILATION SYSTEMS DID NOT MAINTAIN PROPER NEGATIVE PRESSURE OF 0.25 INCHES OF WATER GAGE PRESSURE) WHEN THE ACCESS DOORS WERE CLOSED.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

OPNAVINST 5100.19D, B0304B(4), C2305B
NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 13A
SHIP SPEC 512 (DDG-51 AND LHD-2 CLASS AT/FCT'S ONLY)
GSO 512

2GVT VENTILATION, JP-5 PUMP ROOM:

MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY TEN MINUTES IN THE J-5 PUMP ROOM. MEASURED RATE OF CHANGE WAS _____AIR CHANGE EVERY TEN MINUTES.
- SUPPLY/EXHAUST SYSTEM WAS INOP.
- SPACE LACKED NEGATIVE AIR PRESSURE TO REMOVE CONTAMINANTS.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 3A
OPNAVINST 5100.19D
SHIP SPEC 512 (DDG-51 AND LHD-2 CLASS AT/FCT'S ONLY)

2GVT VENTILATION, LAB HOOD:

AVIATION FUEL LAB LOCAL EXHAUST VENTILATION LABORATORY HOOD HAD THE FOLLOWING DISCREPANCIES:
- HAD INADEQUATE AIR FLOW.
- WAS POORLY DESIGNED. (SPECIFY).
- DID NOT HAVE 80-100 FPM FULL OPEN AREA FACE VELOCITY (SASH HEIGHT MUST BE ADJUSTED AND MARKED TO ENSURE 80-100 FPM FACE VELOCITY IF IT CANNOT BE ACHIEVED WITH FULL OPEN FACE AREA).
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
- HAD BEEN REMOVED.
- WAS NEVER INSTALLED.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

INDUSTRIAL VENTILATION MANUAL 10-39
OPNAVINST 5100.19D

2GVT VENTILATION, LAUNDRY:

IN THE LAUNDRY, VENTILATION FOR HEAT STRESS CONTROL:
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED TO PROVIDE SPOT COOLING AT WORKER LOCATIONS.
- HAD LOW AIR FLOW.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
- AN EXHAUST HOOD WAS NOT PROVIDED FOR EACH PRESS HEAD.
- A SUPPLY TERMINAL WAS NOT PROVIDED/FUNCTIONING AT THE WORKER LOCATION BETWEEN THE PRESSES.
- ADJUSTABLE BLAST TERMINAL SPOT COOLERS WERE NOT PROVIDED FOR WORKERS.

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 4I
OPNAVINST 5100.19D

2AVT VENTILATION, NON-FLAMMABLE GAS CYLINDER STRM:

MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY EIGHT MINUTES IN THE GAS CYLINDER STOREROOM. MEASURED RATE OF CHANGE WAS _____AIR CHANGE EVERY EIGHT MINUTES.
- SUPPLY/EXHAUST SYSTEM WAS INOP.
- SPACE LACKED NEGATIVE AIR PRESSURE TO REMOVE CONTAMINANTS.
NOTE: RATE OF CHANGE (MIN)= INDICATES A REQUIREMENT FOR VENTILATION AT A RATE SUFFICIENT TO ENSURE ONE COMPLETE AIR CHANGE IN THE TIME (MINUTES) INDICATED.
RATE OF CHANGE = VOLUME OF SPACE IN CF/CFM
- EXHAUST TERMINALS NOT TERMINATED 9 INCHES ABOVE THE DECK.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 13H
SHIP SPEC 512 (DDG-51 AND LHD-2 CLASS AT/FCT'S ONLY)

2GVT VENTILATION, OIL LAB HOOD:

OIL LAB LOCAL EXHAUST VENTILATION:
- WAS NOT PROVIDED.
- HAD INADEQUATE AIR FLOW.
- WAS POORLY DESIGNED.
- DID NOT HAVE 80-100 FPM FULL OPEN AREA FACE VELOCITY (SASH HEIGHT MUST BE ADJUSTED AND MARKED TO ENSURE 80-100 FPM FACE VELOCITY IF IT CANNOT BE ACHIEVED WITH FULL OPEN FACE AREA).
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 4A
OPNAVINST 5100.19D
SHIP SPEC 512 (DDG-51 AND LHD-2 CLASS AT/FCT'S ONLY)
INDUSTRIAL VENTILATION MANUAL 10-39, 10-40

2GVT VENTILATION, OXIDIZER STOREROOM:

MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY FOUR MINUTES IN THE OXIDIZER STOREROOM. MEASURED RATE OF CHANGE WAS _____AIR CHANGE EVERY FOUR MINUTES.
- SUPPLY/EXHAUST SYSTEM WAS INOP.
- SPACE LACKED NEGATIVE AIR PRESSURE TO REMOVE CONTAMINANTS.
- EXHAUST TERMINALS WERE NOT NINE INCHES ABOVE THE DECK.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 13A

2GVT VENTILATION, PAINT MIXING AND ISSUE:

MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY FOUR MINUTES IN THE PAINT MIXING AND ISSUE ROOM. MEASURED RATE OF CHANGE WAS _____AIR CHANGE EVERY FOUR MINUTES.
- SUPPLY/EXHAUST SYSTEM WAS INOP.
- SPACE LACKED NEGATIVE AIR PRESSURE TO REMOVE CONTAMINANTS.
- EXHAUST TERMINALS NOT LOCATED NINE INCHES ABOVE THE DECK.
RATE OF CHANGE (MIN)= INDICATES A REQUIREMENT FOR VENTILATION AT A RATE SUFFICIENT TO ENSURE ONE COMPLETE AIR CHANGE IN THE TIME (MINUTES) INDICATED.
RATE OF CHANGE = VOLUME OF SPACE IN CF/CFM
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 13A
OPNAVINST 5100.19D
SHIP SPEC 512 (DDG-51 AND LHD-2 AT/FCT'S ONLY)

2GVT VENTILATION, PARTS CLEANING TANK HOOD:

MECHANICAL EXHAUST VENTILATION FOR THE PARTS CLEANING TANK HOOD AT THE (SPECIFY PROCESS AND LOCATION):
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED TO CAPTURE VAPORS.
- HAD LOW AIR FLOW.
- SLOT VELOCITY WAS LESS THAN 2000 FPM.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.

NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

INDUSTRIAL VENTILATION MANUAL 10-102, 10-107

2GVT VENTILATION, PHOTO LAB:

IN THE PHOTO LAB, LOCAL EXHAUST VENTILATION:
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED.
- HAD LOW AIR FLOW.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
- WAS INOPERABLE.

NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 10B
OPNAVINST 5100.19D

2GVT VENTILATION, PROSTHETICS LABORATORY HOOD:

-PROSTHETIC LABORATORY DID NOT HAVE A CIRCLE "W" EXHAUST VENTILATION FITTING.
-EXHAUST SYSTEM DID NOT HAVE A NON-SPARKING CENTRIFUGAL FAN.

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 9B
OPNAVINST 5100.19D

2GVT VENTILATION, SCULLERY:

SCULLERY VENTILATION (NOTE IF EXHAUST OR SUPPLY):
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED.
- HAD LOW AIR FLOW.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
- WAS INOPERABLE.
- WAS OBSTRUCTED.

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 8D
SHIP SPEC 512 (DDG-51 AND LHD-2 AT/FCT'S ONLY)
OPNAVINST 5100.19D

2GVT VENTILATION, SEWAGE PUMP ROOM:

MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE 1 AIR CHANGE EVERY SIX MINUTES IN THE SEWAGE PUMP ROOM. MEASURED RATE OF CHANGE WAS _____AIR CHANGE EVERY SIX MINUTES.
- SUPPLY/EXHAUST SYSTEM WAS INOP.
- SPACE LACKED NEGATIVE AIR PRESSURE TO REMOVE CONTAMINANTS.
- SPACE NOT EQUIPPED WITH AN AIR FLOW ALARM.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 3H
OPNAVINST 5100.19D
SHIP SPEC 512 (DDG-51 AND LHD-2 AT/FCT'S ONLY)

2GVT VENTILATION, SLOT HOOD:

SLOT HOOD LOCAL EXHAUST VENTILATION AT THE (CITE PROCESS):
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED.
- HAD LOW AIR FLOW.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
- WAS INOPERABLE.

INDUSTRIAL VENTILATION MANUAL 3-8

2GVT VENTILATION, SPRAY PAINTING BOOTH:
SPRAY PAINTING BOOTH LOCAL EXHAUST VENTILATION:
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED.
- HAD LOW AIR FLOW.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
- WAS INOPERABLE.
- LACKED A MAGNEHELIC GAUGE FOR FILTER CHANGING.
- HAD DIRTY/CLOGGED FILTERS.
- WAS MISSING THE FILTERS.
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

ACGIH VENTILATION MANUAL 10-110
OPNAVINST 5100.19D

2GVT VENTILATION, ULTRASONIC CLEANER EXHAUST HOOD:
AT THE ULTRASONIC CLEANER, THE LOCAL EXHAUST VENTILATION:
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED.
- HAD LOW AIR FLOW.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
- WAS INOPERABLE.

INDUSTRIAL VENTILATION MANUAL
OPNAVINST 5100.19D

2GVT VENTILATION, VARNISH TANK HOOD:

VARNISH DIP TANK HOOD LOCAL EXHAUST VENTILATION:
- WAS NOT PROVIDED.
- WAS INADEQUATE.
- WAS POORLY DESIGNED.
- HAD LOW AIR FLOW.
- HAD NOT BEEN EVALUATED BY AN INDUSTRIAL HYGIENIST.
- WAS INOPERABLE.

INDUSTRIAL VENTILATION MANUAL 10-174
OPNAVINST 5100.19D

2GVT VENTILATION, WELDING LOCAL EXHAUST, FLEXIBLE HOOD:

WELDING FLEXIBLE HOOD LOCAL EXHAUST VENTILATION:
- WAS NOT PROVIDED
- WAS INADEQUATE
- LACKED A HOOD ON THE END OF THE FLEX HOSE
- DID NOT AT LEAST 300 CFM AT THE HOOD FACE
- DID NOT REACH THE WORK SURFACE
- WAS INOPERABLE
- HAD DIRTY SCREEN
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 4D

2GVT VENTILATION, WORKSHOP PROCESSES:
LOCAL EXHAUST VENTILATION FOR (SPECIFY WORKSHOP PROCESS):
- MECHANICAL EXHAUST VENTILATION SYSTEM DID NOT PROVIDE MINIMUM DUCT VELOCITY OF _____
MEASURED DUCT VELOCITY WAS _____ FEET PER MINUTE
- SUPPLY/EXHAUST SYSTEM WAS INOP
- WAS NOT PROVIDED
- WAS INADEQUATE
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

ACGIH INDUSTRIAL VENTILATION MANUAL 10-150 TO 10 -162
OPNAVINST 5100.19D

2GVT VENTILATION, X-RAY DEVELOPER LAB:
IN THE X-RAY DEVELOPER LAB, LOCAL EXHAUST VENTILATION:
- WAS NOT PROVIDED
- WAS INADEQUATE
- HAD LOW AIR FLOW
- WAS INOPERABLE
NOTE: IF VENTILATION IS LESS THEN 50% IT IS A PART 1 SAFETY. IF IT DOES NOT MEET SPECIFICATION, BUT GREATER THEN 50% IT IS A PART 2 SAFETY).

NAVSEA 0938-LP-018-0010 - HVAC DESIGN CRITERIA MANUAL 9A
OPNAVINST 5100.19D

2GVT VENTILATION, SANITARY SPACE:

VENTILATION AIR FLOW WAS INADEQUATE IN __ OF __ SPACES TO MINIMIZE HIGH TEMPERATURE, HUMIDITY, CONDENSATION AND ODOR PERSISTENCE. (SPACES SHALL BE DESIGNED WITH A MINIMUM AIR EXCHANGE RATE OF 15 CHANGES PER HOUR)

SPACES	DESIGNED CFM	MEASURED CFM	% EFF.	REASON CODES

REASON CODES:
1. VENTILATION, DUCTING AND SCREENS DIRTY.
2. EXHAUST VENTILATION WAS INOP.
3. EXHAUST VENTILATION CONTROLLER WAS SECURED.
4. POORLY DESIGNED VENTILATION.
5. DAMAGED OR INOPERATIVE VENTILATION.
6. IMBALANCE VENTILATION SYSTEM.
7. EXHAUST VENT NOT INSTALLED. (AS A MINIMUM, ONE EXHAUST TERMINAL SHALL BE LOCATED TO SERVICE EACH SHOWER GROUP AND WATER CLOSET GROUP)
8. BACK-FLOW OF AIR THROUGH DRAINS.
9. OTHER (SPECIFY)

OPNAVINST 9640.1A
NAVMED P-5010
HDCM 2.2.3

2GVT VENTILATION, TERMINAL:

- VENT TERMINALS WERE MISSING.
- EXHAUST VENT TERMINALS MESH SCREENS WERE MISSING.
- QUICK OPERATING ACCESS COVERS WERE NOT PROVIDED AND/OR WERE NOT CONNECTED WITH AN 8 INCH WIRE.
- MESH SCREEN SIZE WAS INADEQUATE. (MINIMUM 1/2" IN DIA. WITH 9" IN DIA. OPENINGS)
- VENT DIFFUSERS WERE DAMAGED/MISSING.
- VENT TERMINALS WERE DIRTY/CLOGGED.

GSO 512F
HDCM 2.2